



DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

STEPHEN C. BRICH, P.E.
COMMISSIONER

November 19, 2018

To: Ms. Tracy Strunk
Director, Zoning Evaluation Division

From: Alex Faghri
Virginia Department of Transportation – Land Development Section

Subject: **RZ/FDP 2017-PR-010; PCS 2010-PR-014-D-2; The View at Tysons**

All submittals subsequent to the first submittal shall provide a response letter to the previous VDOT comments. Submittals without comment response letters are considered incomplete and will be returned without review.

We have reviewed first submission rezoning application and offer the following comments:

1. Due to maintenance concerns including but not limited to snow operation, Boyd Pointe Way cannot be a mix of public and private roads shown on the FDP. If it is determined that the said roadway will be public in its entirety then the proposed raised cross walk needs to be supported with a cross walk study.
2. VDOT has reviewed a spacing waiver request by the applicant for the intersection Rt. 7 and the RIRO Private Alley. Please see comments attached for your reference.
3. The applicant should be aware that the elevation drop from the sidewalk to the bioretention surface should not exceed 12" unless it is enclosed with a 42" fence.
4. Average Daily Traffic should be noted on all public roads on all plan sheets.
5. Provide detail and computations of each point on the proposed CG-12 ramps. Provide computation table to fit the selected ramp type and slope. Proposed curb ramps should either be completely in or outside of the right of way.
6. There will be more comments pending review and approval of the Operational Analysis (OA).

If you have any questions please feel free to contact me.

Sincerely,

Alex Faghri



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Subject: **RZ/FDP 2017-PR-010; PCS 2010-PR-014-D-2; The View at Tysons – AME For Spacing**

All submittals subsequent to the first submittal shall provide a response letter to the previous VDOT comments. Submittals without comment response letters are considered incomplete and will be returned without review.

We have reviewed first submission AME request for spacing and offer the following comments:

1. The traffic analysis included in the submission indicates that
 - a. The intersection of Rt. 7 @ Tyco Rd would be congested and the proposed RI/RO access would be blocked by the NB queue on Rt. 7.
 - b. Congestion has already caused rear-end and side-swipe crashes on Rt. 7 NB approaching Tyco Rd intersection in the past as indicated by the crash data.
2. The right-most lane on Rt. 7 NB between the proposed RI/RO access and Tyco Rd is a right-only lane, and the Rt. 7 right-turn traffic is heavy (620/214 vph) at the intersection w/ Tyco Rd. With the addition of the right out traffic (42/178 vph) from the proposed RI/RO access, weaving operation in the two right-most lanes on Rt. 7 NB between the two intersections would be problematic due to significant lane changes within a short distance (<200'), which would unavoidably cause safety issues as well, such as more rear-end and side-swipe crashes.
3. Regarding mitigations, while the proposed short piece of 4' raised median (160'+/-) helps avoid dangerous movements it could also be a potential hazard to traffic. It is suggested to take this, as well as snow plowing and maintenance, into consideration.
4. Given the above mentioned concerns, this AME is not supportable from traffic engineering perspective. It is suggested to consider the option of eliminating the RI/RO access or at least eliminating the right-out movement.

If you have any questions please feel free to contact me.

Sincerely,

Alex Faghri